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Arrive—Mukden ("	...	2.10 a.m.	Wednesday	Friday
Leave—Mukden ("	...	2.30 a.m.	"	"
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Swatow, 1st April, 1909. [552]

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Hong Kong, 26th April, 1909.

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The Daily Press.

HONGKONG, JUNE 14TH 1909.

It is somewhat strange that in England and America at the same time we should find legislative chambers, nominally representative, so thoroughly misrepresentative of the feelings and opinions of their respective nations as are the House of Commons and the Senate. For long the American nation had been groaning under the burdens imposed on it by the ultra-protectionist tariff, which, without a corresponding increase in incomes, was raising to famine prices all the necessities of life. President ROOSEVELT had felt the pressing need for relief, but uncertain of the action of the House at the moment, and deeming it inexpedient to introduce so disputatious a measure in his last year of office, he had passed it on to a new President and a new Congress, who would be able to approach the question with more unlettered minds.

Somewhat in a similar manner, the minds of the nation at large had in England been gradually awakening to the absurdities of Cobdenian so-called Free-trade, which was gradually supplanting the foundations of the industries of the land; and was actually pandering to the exclusive protectionism of the Continental Powers, in this respect following the lead of Germany. Though the manufacturers and financial classes were rapidly awaking to the evil results of the belated policy of the Cobden Club, the masses of the workers, into whose minds Free-trade (we use the compound as a single fetish, and dishonour to which would lead on them dire disaster, were still infected

with modern Cobdenism. Though the Government of Mr. BALFOUR, then in power, was disposed to look favourably on some amendment in the financial department of the tariff, its members were by no means unanimous, and leaders would not under any circumstances have made tariff reform the subject of an appeal to the country. The affair was, however, complicated by other considerations. The Government had unwisely raised into a political question the importation into South Africa of Chinese labour under conditions of employment that were capable of being misrepresented as approximating to slavery; and their opponents, though well aware of the falsehood of these assertions, were yet prepared to take advantage of the falsehood to further their political ends. The result was a dishonourable drawing together of the extreme Cobdenian section of the pretended Free-traders, and the socialistic element among the working classes at the time of the last general election, and the return to Parliament of an altogether new political section, united only on the one point of revolution. No one institution of the country has been safe, but the principal point of attack has been property; the wealthier classes being openly plundered to provide funds for creating a proletariat pensioned by the State. In all this the House of Commons, elected solely for the purpose of preventing any reform of the Tariff which could be interpreted as a return to protection, has taken the lead; and which balked by the action of the House of Lords, openly backed up a revolutionary movement to abolish the Upper House. More wise than its pretended representatives, the country in no mistakeable terms has refused to be led into the commencement of what was intended to be a Revolution.

On much the same lines, through strangely in outward appearance directly contrary, has been the action of the Senate in the United States. It was the intention of the founders of the Constitution, that the Senate, possessed of equal powers with the "House" should act the part of the House of Lords in England of checking the momentary extravagancies of the more popularly elected chamber, should be in effect a means of appealing from "Philip drunk to Philip sober." Intended to be elected by the legislatures of the various States, the tendency has always been towards making the elections merely popular, and this is doubtless a mistake in rotation, and this, it was thought, would ensure that individual members would be above the level of temptation, and would use their power rigidly in the interests of the nation. So apparently it did for a century; but while the term has proved not long enough to ensure the sole devotion of the individual to the nation, it is long enough to make him impervious to such useful influences as the fear of having to account at some period, it may be tomorrow, for his actions. Long e'er his delinquencies will come before his constituents they will have had ample time to forget them. But the individual Senator is peculiarly open to influence in business affairs; and indeed his election has most probably been sought for the sake of using that influence to further the interests of some overgrown corporation in which he is a partner, or is interested. In such a case he is bound by custom to place the dictates of the particular association above the calls of duty to the country at large. It is here that the Senate has ceased to be representative of the nation as a whole.

The country at large has had much reason to complain of the action of the general policy of protection that has prevailed in the States for nearly twenty years. As a whole the nation is disposed to favour a policy of Protection, rather than Free-trade. Even the modified Free-trade of the late GROVER CLEVELAND whose motto was Tariff for Revenue, and a free hand to all producers, meets little support in the States, and considering the vagaries into which the upholders of the system in England have gone, the feeling is founded on a large amount of common sense. But that does not prevent a large, perhaps the largest, section of the thinking population from seeing that Protection, even if a blessing, may be so manipulated as to become a curse. This was the feeling of the late President, Mr. ROOSEVELT, and was shared by a large section of his supporters. Accordingly on Mr. TARR's accession to office the first step of the new President was to call a special session of Congress to take into consideration the Tariff. The House was well disposed in answer to the general feeling to modify the duties so far as this could be done while preserving their general protective nature. The Senate, which has not, as the House of Lords, resigned its right of initiation in monetary bills, came under a different class of temptation; many of its members were

personally interested in one or other of the great Trusts, which so seriously hamper the executive of the States, and others, not themselves personally interested, permitted themselves to be influenced in various ways, more or less discreditable. The end has been that the Senate has produced a counter draft (as little representing the views of the nation as the Licensing Bill, or Education Bill of the present House of Commons did the views of the English people), wherein the acknowledged hardships of the present Tariff, instead of being done away with or alleviated are made ten times more protective and heavier than the present. Meanwhile, as in England, the revolutionary action of the Senate is bringing the real executive of the country to a standstill. What one Chamber passes the other refuses to ratify, so that practical legislation is impossible. It is doubtless the case in England that in the majority of cases this is a blessing. Over-legislation has in fact become so much of a curse that the nation at large would hail a rest, but this growing feeling of indifference, which certainly exists, has its own dangers.

The Gazette announces that the Rev. J. H. Vömel has been recognised as president in Hongkong of the Basel Evangelical Mission Society.

Mr. N. Moses has been appointed a surveyor of boilers of unlicensed steamships under 60 tons burden, during the absence on leave of Mr. W. C. Jack.

The Hon. F. Mr. H. May C.M.G., Colonial Secretary, with Mrs. May and family left by the Empress of Japan on Saturday for Canada. They intend spending the summer at Banff.

His Excellency the Governor has been pleased to recognise Mr. J. B. Shaw as being in charge of the Danish Consulate in Hongkong during the absence on leave of Mr. C. Friedland, or until further notice.

Death of the magpie. His Excellency the Governor notices holders of game licences that he will be glad if they will destroy magpies whenever opportunity offers, with a view to preserving song birds in the Colony.

A native who entered No. 56, Morrison Hill Road, and departed with a helmet, was subsequently arrested, and on being charged before Mr. J. H. Kemp at the Magistracy on Saturday was sentenced to six weeks' imprisonment and three hours' detention on Saturday Mr. F. A. Haselard ordered a native to pay a fine of \$10 for keeping a ferocious dog. Another native who was charged before him with stealing a pair of sandals was sent to jail for three weeks' with hard labour.

On Saturday evening Mr. G. A. Caldwell, the secretary of the Hongkong and Whampoa Dock Company, was entertained by a number of Office friends to a complimentary dinner at the Hongkong Hotel in recognition of the completion of twenty five years' service with the company.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 2 of 1909, entitled: An Ordinance to authorise for public purposes the Reclamation of certain portions of the Crown foreshore and sea bed situate in Hong Kong Bay in the Colony of Hongkong and to validate such reclamation as has heretofore taken place.

Under instructions received from the Secretary of State for the Colonies H. E. the Governor has been pleased to appoint Mr. T. K. Dealy to be headmaster of Queen's College in succession to Dr. G. H. Bateson Wright, retired on pension. Mr. Dealy has been one of the masters at the college for twenty five years and his appointment to the head-mastership gives general satisfaction.

Mr. F. I. Gelsthorpe, victualling store officer at the Naval Yard, leaves the Colony tomorrow for Home. The Philharmonic Society loses in him a most energetic secretary, and he will be much missed at St. John's Cathedral, where he was not only a member of the choir but, has assisted the Bishop and clergy as a lay reader. Mr. Gelsthorpe is going up the Yangtze to Peking thence crossing Manchuria to Japan. He proposes to spend a few weeks there before continuing his voyage to San Francisco, thence going by rail to Canada en route to England.

Mr. W. H. Kelly, senior writer in the audit office at the Naval Yard, was among the passengers who left for England by the P. and O. steamer Delhi on Saturday. Mr. Kelly, who was a member of the Civil Service Cricket Club, took an active part in furthering that Club's interests, and in recognition of his services the members presented him with a handsome souvenir on Friday. On Saturday morning a large number of friends boarded the steamer to bid him goodbye, and after all had given him a farewell handshake, and the steamer got under way, the launch containing his comrades followed the liner, a fusillade of crackers and volleys of cheering conveying the last message of those on the launch, "bon voyage and future prosperity."

The dissolution is advertised of the partnership hitherto existing between Messrs D. D. Nowrojee and I. P. Mader in carrying on the businesses of the King Edward Hotel and the Hongkong Bakery. Mr. Nowrojee carries on these businesses in future under the old signs and names.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 12 of 1909.—An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents, to defray the Charges of the Year 1908.

LOCAL SPORT.

BOXING CONTESTS.

There was a fair attendance at the City Hall on Saturday night to witness various boxing contests promoted by Mr. R. H. Whittaker. The evening was not a successful one, however, for the programme contained some of the poorest exhibitions of the "manly art" that have been seen in the Colony for some time.

The first bout, of six two-minute rounds, was between Parker of the U. S. S. Helena, and White of the R.G.A. Both men were worn out at the end of the sixth round, when Parker was awarded the decision on points.

Gunner Hubbard of the R.G.A. next faced A. Romeo of the Helena, but was counted out in the fourth round.

A three round exhibition spar followed between Kid Marriott of the Naval Yard and Eye, and then Gunner Bedbrook of the R.G.A. was pitted against Coleman of the Helena. Bedbrook has had a series of successes lately, but he suffered a decisive defeat in this match, being knocked out by the American in the first round.

Through the indisposition of Roberts of the Naval Yard, the main event with Arrindell of the R.G.A. had to be cancelled. Repulse of the Naval Yard filled the gap and sparred with the gunner for six rounds.

The last event of the evening was between Corporal Ayling and Negor Beckman of the Helena. The coloured man "mixed it up" at the start, and made Ayling feel so uncomfortable that he threw in the sponge after a minute and a half.

HONGKONG LAWN TENNIS LEAGUE.

Four matches were played on Saturday. The results to hand are:

CHAIKINGOWEE v. CHINESE Y.M.C.A.
Played at the Happy Valley and ended in a win for the home team by 35 games.

J. D. Kimmsaid and J. A. Rose beat Lau Lu Chung and Fung Man Sui 7/4, F. M. Mohler

J. P. Poynter and G. A. Hancock beat Lau Lu Chung and Fung Man Sui 10/1, F. M. Mohler and Lau Lu Chung 9/2, and Ho Wing Hung and Wei Wing Lok 8/3.

L. E. Lammet and E. Phillips beat Lau Lu Chung and Fung Man Sui 8/3, lost to F. M. Mohler and Lau Lu Chung 4/7 and beat Ho Wing Hung and Wei Wing Lok 8/5.

Y.M.C.A. v. SCHOOLMASTERS.

This match played at Kowloon on Saturday, afternoon resulted in a win for the "Saints" by 62 to 37 games.

Fowler and Edwards beat Sutherland and Garrett 8/3, Brown and Vireash 8/3, Bird and Barlow 10/1.

Hickling and Le Breton beat Bird and Barlow 8/3, Sutherland and Garrett 8/3, Brown and Vireash 7/4.

Clements and Hicks beat Bird and Barlow 6/5, Sutherland and Garrett 6/5, lost to Brown and Vireash 0/11.

LAWN BOWLS.

KOWLOON V. POLICE.

Kowloon Club were at home to the Police on Saturday afternoon when a most enjoyable match was played between four rinks. Play raged very even throughout and the finish was very exciting. The Police had won on two rinks, drawn on the third, and everybody waited to see what would happen on the fourth rink where Kowloon had a substantial lead. On the second last head the Police won several shots which put the teams on a level—74 each. Great excitement centred in the last head, when Harvey's quartette managed to secure three points and give the victory to Kowloon.

At the close Det. Insp. Hanson voiced the appreciation of the visitors for their afternoon's sport and Mr. Russell made an appropriate reply on behalf of the hosts.

Scores:

KOWLOON.	POLICE.
C. W. Alexander	Det. Insp. Hanson.
J. Ramsay	P. S. Cooper
J. Taylor	P. S. Sim.
D. Harvey (skip) 25	Insp. Robertson (skip) 9
J. P. Poynter	Insp. Langley
T. Ramsay	C. Insp. Baker
J. Macdonald	Insp. Gourley
W. Russell (skip) 15	P. C. Stewart (skip) 20
D. Keith	P. C. Glondinning
W. Brown	P. C. Bell
J. Menzies	P. C. McLennan
R. H. Baxter (skip) 17	Insp. Fenton (skip) 25
F. Ross	P. S. Gerrard
G. L. Duncan	P. S. Gordon
A. Ramsay	Insp. Watt.
T. Petrie (skip)	20 P. S. Grant (skip) 20

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

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[“DAILY PRESS” EXCLUSIVE SERVICE.]

DEATH OF MR. R. BRAUN.

SHAMEEN, June 12th.

Mr. Richard Braun, Deputy Commissioner of Customs, died at his residence here at midnight, aged 64. The funeral takes place to-day.

THE ANGLO-JAPANESE EXHIBITION.

JAPANESE WEAVERS REFUSE TO EXHIBIT.

TOKYO, June 13th.

The Weavers' Guilds have resolved not to send exhibits to the Anglo-Japanese Exhibition as a measure of retaliation against the Government's refusal to withdraw the tax on textiles.

[REUTERS' SERVICE TO THE “HONGKONG DAILY PRESS.”]

RUSSIAN NAVAL CATASTROPHE.

LONDON, June 11th.

The Russian torpedo boat “Ram-bala” sank in a storm in the Black Sea during trials.

Twenty of her crew perished.

THE HANKOW-SZECHUAN RAILWAY LOAN.

AN AMERICAN PROTEST.

LONDON, June 11th.

The “Times” Peking correspondent reports that the American Chargé d’Affaires, in an interview with Chan Chih Tung, protested against the ratification of the Hankow-Szechuan loan, on the ground that China was bound by the undertaking of 1903 to apply firstly for American capital.

THE NATAL REFERENDUM.

The Natal Referendum resulted as follows:—

For Union.....11,121
Against.....3,701

AMERICAN FINANCIERS AND CHINESE LOANS.

LONDON, June 12th.

The “Times” Washington correspondent says that it is understood that Mr. Willard Straight, U.S. Consul-General at Mukden, resigns the Consular service for the purpose of representing the group of American Financiers referred to in yesterday's telegram.

ROYAL COURTESIES.

LONDON, June 12th.

T.I.H. Prince and Princess Nashimoto lunched with the Duke and Duchess of Connaught yesterday and visited Windsor.

They afterwards attended a brilliant reception given by Mr. Kato, the Japanese Ambassador, at Claridge's Hotel, at which 1,500 people were present.

LATER.

Prince and Princess Nashimoto attended the Court held by their Majesties at Buckingham Palace.

GREAT BRITAIN AND SIAM.

THE TREATY PUBLISHED.

LONDON, June 12th.

The Anglo-Siamese treaty has been published together with the correspondence which passed between the British Minister, Mr. Ralph Paget and the Siamese Minister for Foreign Affairs, Prince Dewawongse. The latter assured Great Britain that Siam would not permit any danger to arise threatening British interests through the use of any portion of the Siamese dominions in the Malay peninsula for military or naval purposes by foreign Powers.

Siam will not lease to any foreign government directly or indirectly any territory southward of the southern boundary of Monthon Rajaburi, or in adjacent islands; or grant the right to establish or lease any coaling station, or build or own construction or repairing docks, or occupy exclusively any harbours the occupation whereof would be likely to be prejudicial to British interests from a strategic point of view.

This understanding does not apply to small deposits of coal for the use of shipping in the Malay peninsula.

A CUNARD LINER ASHORE.

LONDON, June 12th.

The Cunard liner “Slavonia” is ashore at Azores.

Six hundred passengers have been taken off the ship.

It is feared the liner is a wreck.

THE IMPERIAL PRESS CONFERENCE.

LONDON, June 12th.

The Government gave a banquet in honour of the delegates to the Imperial Press Conference.

Lord Crewe, Secretary of State for the Colonies, presided.

Mr. Asquith, the Prime Minister, in a speech said that there was nothing more striking about this Conference than the unity of statements on both sides, on the subject of Imperial defence and this, he regarded as an auspicious omen for the forthcoming Defence Conference.

BANDMANN OPERA COMPANY.

It was unfortunate that the boxing match on Saturday should have interfered with the programme of the Bandmann Opera Company and prevented their giving a performance on a night to which most people feel free to give themselves up to being entertained and amused. Still the difficulty was to some extent bridged over by giving a special matinee which was possible for young people to attend. A good number of patrons took advantage of the occasion to see and hear “The Dandy Doctor,” a piece which has amused hundreds of thousands and which, in the hands of the present company lost nothing of its humorous potentialities.

To-night that general favourite “The Merry Widow” will be presented and its tuneful numbers and humorous scenes ought to draw a large house.

P. AND O. COMPANY.

The directors of the Peninsular and Oriental Steam Navigation Company announce a dividend at the rate of 5 per cent. per annum on the preferred stock, and an interim dividend at the rate of 7 per cent. per annum on the deferred stock of the company for the half-year ended March 31. The board have issued a circular to the stockholders, in which they say:—

The half-yearly report, which, having been always published without any accounts, has had therefore comparatively slight interest for the proprietors, will now cease to be issued, and the operations of the year will be dealt with comprehensively in the annual report, which will be published as usual towards the end of November.

STORY OF A GILBERT AND SULLIVAN REHEARSAL.

AN ACTRESS'S PRONUNCIATION.

In the souvenir produced by Messrs. Eyre & Spottiswoode for the Doves Sanatorium matinee, given at Drury Lane Theatre recently there appeared an article on “Actors and Actresses,” contributed by Sir W. S. Gilbert.

The author's greatest difficulty (he says) lies in the necessity of directing an actor's attention to an obvious mispronunciation—a feat that must be achieved without humiliating the actor, in the presence of his professional brethren.

Many years ago I was engaged in rehearsing a burlesque, and a very clever young lady had to sing the couplet—

Indubitably if you do
It will be the worse for you.

The clever young lady, whose pronunciation was not always beyond reproach, delivered the lines thus:—

Indubitably if you do
It will be the worse for you.

This, of course, would not do, so I determined to alter the word to “inevitably.” The young lady agreed that the alteration greatly improved the verse, but she was not to be deprived of her “tab,” so she sang it—

Indubitably if you do
It will be the worse for you.

This was just as bad, so I made it “unquestionably,” and, of course, if you do—

Unquestionably, it will be the worse for you.

I could think of no other word that would answer the purpose, so, as a last resource, I said to her—

“Do you think it is advisable to give the word its French accent?”

“How do you mean?”

“Why, ‘unquestionably’—that's the way it is pronounced in Paris. In addressing an English audience perhaps the simple English of the word would be better. Try it, at all events—‘unquestionably.’”

“Unquestionably,” said she, “I am ‘unquestionably’ well, but the gallery wouldn't understand it.”

“Of course,” said she, “the English accent would certainly be more appropriate.”

And she sang it “unquestionably,” like the good girl that she was.

RANDOM REFLECTIONS.

Whom I'm it warm?

It is the Hongkong University does nothing else, the scheme must be regarded as highly successful inasmuch as it has touched Chinese liberality to a remarkable degree and it has shown Chinese confidence in the British authorities here.

Work carried out by the Government does not always compare favourably with private enterprise. According to a notice I saw the other day, Messrs. Jar dine Matheson and Co's new offices at the corner of Pedder Street will be completed about the end of September, although it is only about twelve months since the work was commenced. The Government building on the opposite side has been in progress for years, and it looks as if it will take as many years as the other took months to finish.

Had it not been for the Bandmann Company we might not have been able to realise what potentialities for joking lay in the other word "Jokes". As the clever comedian put it, the Sanitary Board did not know whether the fluid was "Jokes" or they were. That is of course unkind. No one who knows them would suggest that the members were jays. In the present matter Mr. Hooper has shown that when the Crown Agents ordered "Jokes" fluid they, in the words of the Irishman, ordered something else. Mr. Hooper has thrown down the gauntlet. What courageous member of the Government is going to take it up?

Discussions on railway affairs continue with little additional enlightenment thrown on a state of affairs which is not altogether satisfactory. The chief of the matter seems to be whether the five million dollar estimate with which we started was an estimate or not. At the time we thought it was an estimate, but now it seems we were mistaken in regarding it as such. However, once bitten twice shy. We'll watch well the next estimate laid before us for any great undertaking.

Touching the cost of railways once more, I notice that notwithstanding Hongkong's experience, Mr. J. M. Barry told the members of the Royal Society of Arts that 30,000 miles of railway in China would require a capital of £200,000,000. That works out at £6,666 a mile. The Shanghai Nanking Railway was constructed at a cost of £9,561 per mile "including land, construction and equipment." I don't know how many miles of railway we are going to have in Kowloon. The Hon. Mr. Murray Stewart at the Legislative Council last week mentioned that we are to have "many miles of sidings at the terminus." Let us be generous and allow for four miles of sidings to 21 miles of railway, and we find that our 25 miles of railway "including land, construction and equipment" is costing £40,000 per mile.

The desire of His Excellency the Governor to preserve song birds in the Colony is a very laudable one. Holders of game licences are asked to destroy magpies whenever opportunity offers. The notice makes no discrimination between the two species of magpie found in the Colony, so I presume that as enemies of the song birds there is not much to choose between them. When I heard a friend express surprise that this charge should be laid against the magpie, I looked up an article on the bird life of Hongkong, written by Staff-Surgeon Kenneth H. Jones, B.N., and I pass on the information that there are two kinds of magpie in Hongkong—the common magpie, one of the best known of all the Hongkong resident species, and its near relation the Chinese blue magpie. It is interesting to note that the Chinese consider the common magpie a bird of good omen. "It is tame and confiding to a degree rarely, if ever, to be met with in other countries." The Chinese blue magpie, however, "is one of the noisiest resident species in the island and produces a perfectly amazing variety of sounds, from harsh guttural chuckings to beautifully modulated flute-like whistles amounting at times almost to a song." Though Surgeon Jones has nothing to say to be said to say against the common magpie, he says of the Chinese blue magpie that "they are great robbers of the eggs of other species and the appearance of the blue magpie in the vicinity of the nests of the magpie robin or the black-headed bulbul is the signal for an immediate attack on the would-be robber." The blue magpie "is a quarrelsome bird fighting for its right to a feeding ground both with its own kind and with the common magpie." The blue magpie is a bluish-coloured bird, with coral red bill and legs and a most disproportionately long tail.

Hongkong is stirred to its depths. The old-fashioned cocktail is threatened. You see it is this way. Authorities on food and drink have discovered that the original cocktail with its cherry or olive was calculated to please the eye only. Now it is decreed that dry appetisers should be the order of the day. Cherries should be avoided. The squeezing of a piece of lemon in the drink is all wrong. Why? Well, it is said the oil floats on the liquid and being the first thing to reach the palate, remains there, preventing one from tasting anything but the oil for half an hour. Woe is me! Another delusion shattered.

The ascetic life does not flourish in Hongkong—at least among the foreign community. The idea of prayer meetings at six o'clock in the morning may "cotton on" in other parts of the world, but I can understand those to whom the proposition was made in all sincerity the other day looked down their noses and evinced no enthusiasm for the innovation. I believe a compromise was arrived at—7.15 a.m. Now if it were training for the race meeting! But that is a different matter.

RODERICK RANDOM.

MR. MEYER IN HONGKONG.

The Rev. F. B. Meyer delivered on Friday night in the City Hall, the second of two lectures on the "Physiology of a Strong Pure Life." There was a large sympathetic and appreciative audience who were undoubtedly impressed deeply by some of the speaker's utterances.

After recapitulating for the sake of those who had not heard him the preceding occasion, the chief points of former lecture, the speaker remarked that the subject to which he was then devoting attention must needs occasion pain and grief of mind to him whenever he felt constrained to deal with them on the public platform. He was however bound, at no matter whatever personal cost, to wage war against this form of evil, and there was evidence in abundance of the good done by the statements he had been led to make in various places.

His reward was the friendship of thousands of young men, whom his testimony had helped to free from the chains of the most cruel slavery a man can be under—utter subjection to his own passions. Sometimes, as in Hongkong the previous day, a man will write his thanks and declare his resolution to amend. Whether hearers acknowledge in this way the benefit that has come to them through the lecture or are silent on the subject, it is sufficiently manifest that large advantage is many follows from plainness of speech such as the lecturer is seeking to employ. He commended his hearers to study an ancient book—Leviticus, to find there in a code of rules for pure living. "I know," said he, "no better book in the world as an aid to purity."

The lecturer's strong pleas were for rescue work in our great cities, for true chivalry among all classes of men in their attitude toward women.

Mr. Meyer would have full and fitting recognition made in every instance where the code of highest personal chivalry had been neglected, broken or ignored, and in his view the man, tainted with disease, should go into seclusion for his whole life time in the wilds and forests rather than carry that taint into the life of one he loves, and through her onward to future generations.

We should, in respect of our new departure, be as the band of men who once had been convicts, and who were engaged to take under the flag of France an enemy's citadel in Morocco. These men put into their assault the passions formerly used in sin and crime, and by so doing, planted their flag on the summit of the citadel. Thus can we change our life by the help of God, giving to him our best strength and energy and help to save men for purity and clean living.

At 5.30 o'clock on Saturday there met in the City Hall, a considerable company of persons, associated more or less directly with the Sunday School work of the Colony, their purpose being to hear an address from the Reverend F. B. Meyer, who, as the first President of the World's Sunday School Association, has had experience well nigh unique in certifying its aspects of Christian and Church effort in this particular sphere. As respects the attendance of adults the Chinese and non-Chinese sections of the audience appeared to be in fairly equal numbers. Among the young people present there was a preponderance of Chinese.

Proceedings were opened with devotional exercises, followed by eulogies on the part of Mr. Meyer to test the singing ability and proficiency of those present, alike in groups and as an entire company. There was also recitation by the audience in various languages and dialects represented in the hall, of well known passages of scripture.

Mr. Meyer commenced his address by remarking that he would speak first to the younger persons assembled and afterwards to their elders. He wished to have at the outset the earnest attention of those who are or ought to be learners in Sunday School—and whom he hoped would one day become teachers—and having spoken to these, he would thereafter speak to those who are at the present time engaged in teaching.

Methods of Sunday School service most approved in the home lands and probably not untried to conditions in Eastern countries like China were then elucidated, certain points occupying more or less attention as the occasion seemed to demand.

As a result of the proceedings, a resolution was passed at the close commending the subject of Sunday School extension and consolidation to the sympathetic attention of the local church and missions through the quarterly meeting of an Association largely representative (through the resident ministers and missionaries and others) of these institutions.

Yesterday Mr. Meyer preached in the morning at the Union Church, and in the evening at the Wesleyan Church, there being good congregations on both occasions. At the latter service he declared that the Church of God was universal and a man did not need to be identified with any particular denomination to belong to it.

At nine o'clock he addressed a well attended meeting at the Theatre. He took for his text Genesis xxiv. 1—"And God said unto Jacob, Arise go up to Bethel and dwell there and make an altar unto God."

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila, on the 12th inst. and is due here to-day at 6 p.m.

The N.Y.K. str. *Mitsushima Maru* (European Line) left Singapore for this port on the 11th inst., and is expected here on the 16th inst.

The I.G.M. str. *Lutetia* left Shanghai via Foochow on the 13th inst. at 2 a.m., and may be expected here on or about the 15th inst.

The C.N. Co's str. *Kangchow* left Chinkiang on the 11th inst., and is due here on 16th inst.

The N.Y.K. str. *Sado Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 12th inst., and is expected here on the 21st inst.

The N.Y.K. str. *Yokochi Maru* (Bombay Line) left Moji for this port on the 10th inst., and is expected here on the 25th inst.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, May 19.

WE have been having the usual plethora of May meetings of various religious denominations and their associated missionary organisations. China has been figuring largely, partly because the Oriental customs provide picturesque material for newspapers. One of these items to which great publicity has been given was the statement by the Rev. H. H. Weir at the annual meeting of the Society for the Propagation of the Gospel, that an Oriental cure for indigestion was to light a fire on the stomach of the patients. This, he remarked, was merely an exaggerated form of the familiar mustard plaster.

A CHINA MISSIONARY ON CALVIN. At the 34th Synod of the Presbyterian Church of England, held at the Marylebone Church, the Moderator, the Rev. Dr. J. C. Gibson, of Swatow, presided over a large attendance. He was the principal speaker at an evening meeting held in celebration of the fourth centenary of the birth of Calvin. Calvin he said, was looked upon by those who were ignorant of his personality as a bigoted Scotsman who invented the Shorter Catechism. The most brilliant Frenchman was not Voltaire, but Calvin. Scotland recognised two great men—John Knox and John Calvin—but in Scotland some people considered the latter was the greatest of Scotsmen.

FOUND IN THE DESERT. It is difficult to lose things nowadays. This reflection is called for by the announcement that an interesting relic has been added to the collection of the Royal Geographical Society. In the course of his recent travels in Eastern Turkistan Dr. M. A. Stein passed over some of the ground Dr. Sven Hedin had traversed four years before and in the desert he came upon a tape measure on the spot where Dr. Sven Hedin dropped it. Dr. Stein restored the article to its original owner who had an inscription put on it telling how it had been found in the limitless desert of Asia. It is now on show at the Royal Geographical Society's headquarters.

GERMAN VISITORS. We have had a number of German Labour delegates over here for a tour, and their impressions have been extremely satisfactory. They have corrected a good many false impressions of our country and our people, and have learned much that trouble makers between the two nations have sedulously sown in Germany. Among other things they went the round of our worst slums and admitted at the finish that the worst we have to offer is not half so bad as it had been painted to them. There is no doubt that these exchanges in visiting parties between Germany and this country are doing much to dispel any still existing feelings of animosity.

A COOK'S TOURIST TRIP FROM JAPAN. Cook's Agency is conducting another interesting band of tourists through the length and breadth of Great Britain. They come from Japan and consist chiefly of business men and students. They are at present in Scotland, where special attention is being given to Glasgow and Edinburgh, previous to a tour of the lochs, the Trossachs, and the Forth Bridge. After they have exhausted the natural beauties and the industrial localities here they will go home by way of France, Italy, and Russia.

A FRENCH TRAVELLER IN WESTERN CHINA. A French traveller, Commandant d'Olonne, has returned to France after spending two years in Western China and North Eastern Tibet, at the head of a French expedition. On his interesting discoveries he is to lecture to the Geographical Society shortly. He traversed the upper valley of the Hoang Ho, among the warlike race of the Hsifan who run a sort of independent buffer state between China and Tibet. The Commandant cheerily comments on the religion of this tribe. "They have made a salad of several theologies. They practise simultaneously Buddhism and a primitive religion not unlike that of the primitive Greeks and Scandinavians, worshipping the spirits of the plains, rivers, and mountains."

SOUTH AFRICAN UNION.

I hear that the completion of the South African Union, resulting from the Conference of South African States, will soon lead to important changes in London as well as in South Africa. Three Governorships will be abolished and one Governor-General will be left as the direct representative of the Crown. In London the four Agents-General, who all have enjoyed tempting emoluments of office in the past, will be superseded by one High Commissioner, while each province in the Union will keep its own commercial agencies in this country. Sir Richard Solomon, who was formerly Attorney General in Cape Colony and the Transvaal consecutively, and has played an important part in all the political developments in South Africa since the war both before and since he came to London as Agent-General for the Transvaal, is expected to receive the appointment of First High Commissioner in London for the new United South Africa. The bonds between Britain and Boer have grown steadily stronger since free institutions were conferred on both after the war, and the prospects for the whole of South Africa are taking a strong turn for the better. When I mentioned the wiping out of the numerous Governorships to a man who has had a wide and varied experience of Crown Colonies, in the East and elsewhere, he said all he had to complain about was that I was not announcing to him the removal of the Crown Agents.

POOR LAW RELIEF.

We have a few wonderful things in the country to prove that we are wealthy. It does not really prove it if you are of an investigating mind, but if you accept superficial facts you might think so. You have heard of Poplar and its extravagant regime and boodling scandals that led to a string of

guardians and contractors going to jail for a considerable time. Well, Poplar is not done yet. A Mr. Watts of the Board has an idea that, where a man out of work will go into the workhouse, his wife should be allowed ten shillings a week "out-relief" and two shillings a week for each child. A little calculation will show that, considering the number of children some of these people have, the family could rope in two pounds a week and have the father kept in the bargain. They never would have had such times of prosperity in all their lives. The proposal has received such publicity that it has been dropped for the present, but it will come up again, and meanwhile the expenditure of that little district in London on poor law administration has run up to over £200,000 a year, which is about where it stood before the scandals were unearthed by the Commission appointed by the late John Burns. There are whole streets of families kept by the rates in Poplar. It is the Mecca of all ambitious Weyers and Tired Times. But a black cloud threatens, for under the Bill that will be framed on the recommendations of the recent Poor Law Commission the husbands, in such cases, will be made by rigorous treatment to realise that it is easier to earn the bread of independence than that of charity. 'Tis a cruel, cruel world.

JAPANESE LECTURESHIP AT OXFORD. Next week the Congregation of Oxford University will sanction a decree accepting from the trustees of the Oxford University Endowment Fund the sum of £250 a year to provide the stipend of a lecturer in Japanese for three years. It is decided that Mr. John H. Gubbins, C.M.G., will be the first lecturer under this arrangement. It is the first lecture-ship in Japanese to be established in an English-speaking country.

THE CHINESE AMBASSADOR. After a mourning period for the late Emperor and Dowager Empress the Chinese Legation staff here are returning to social festivities. The popular Minister, Lord Li Ching-Fong, gave a luncheon party on Friday at the redecorated and renovated Legation in Portland Place, among the guests being Lord Curzon, Countess of Limerick, Major E. H. Elliot, Sir Frederick and Lady Dixon Hartland, Sir John McLeavy Brown, Mr. Crémieux-Javal, and Mr. Ivan Chen, the First Secretary of the Legation. Last night the Minister was the principal guest at the second annual soiree of the London Salon at the Piccadilly Hotel. This salon is an artists' society for the advancement of the arts, especially music, and is under the chairmanship of Sir Alfred Turner.

MR. ARTHUR BALFOUR. Politically the man of the hour is Mr. Balfour. All the roses of the Opposition are proving very short of bearing as critics of the Budget, but Mr. Balfour is as another man to the former listless dilettante politician. His speeches are brilliant and his renewed activities give the suggestion that he has been suddenly re-possessed with a passion to regain power. He is a past master of the tactics of the House and he is seldom absent. This is the comment of the clubs of both sides of politics—that Mr. Balfour seems to be bearing the whole brunt of the fighting against the Government just as Mr. Gladstone bore the whole brunt of the advocacy of the Home Rule Bill. Mr. Hardie professes to see in the Budget the means of assuaging the surplus next year to cover a whole range of social reform and he predicts that the Government will stick to office till the close of 1911. Well, prophecy is rash, but they certainly are tenacious as hounds on a rock.

AIRSHIP ENTERPRISE IN GERMANY.

ZEPPELIN COMPANY'S PROJECTS.

When the Reichstag met at Berlin, on May 17, the President, Count Stolberg, read to the House the following telegram, which he had just received from Count Zeppelin: "As I have an airship at disposal during the Reichstag session, I beg to invite the members of the Reichstag to inspect it, and a limited number to make an ascent in it, on June 5 at Friedrichshafen." The reading of the telegram produced great excitement among the members, and was greeted with hearty applause.

Herr Coleman, the director of the Zeppelin Airship Construction Company, read a paper at St. Pauli recently on the future of aeronautics, in which he made the following statements: The Company has decided to construct airships not only for military purposes, but also for passenger traffic. The establishment of a regular airship service is not contemplated for the present. Only "sport" trips will be made. The Ministry of War has informed the Company that it does not intend to give orders for the construction of further Zeppelin airships, the reason being that the advisers of the Ministry are themselves inventors and constructors of airships. The Zeppelin Company is advised to turn its attention to the towns, and to the interests of capitalists. This has been done, and Cologne has expressed its readiness to participate in the establishment of airship lines to the extent of £25,000. The Town Council of Düsseldorf has passed a similar resolution. By the end of 1910 the Company will have two airships ready at Friedrichshafen, and four could be ready by May of that year. Each airship would be managed by five or six men, and motors will be employed so that a very strong wind can be overcome and the time of arrival at Friedrichshafen will be the starting point of all trips. The military authorities consider it unnecessary that a Zeppelin airship should participate in this year's Imperial manoeuvres. The first airship line that will be opened will be between Düsseldorf and Lucerne. Two airships will be required for this and a third to circle the Rhine. Lines may eventually be opened between Friedrichshafen and Munich, and between Friedrichshafen and Berlin. Each trip is calculated to take four hours at the height of about 2300 ft., and with three airships making altogether about six hundred trips in the year. It is estimated that the cost will be £285,000. Towards this the Zeppelin Airship Company will contribute £25,000, and a meeting will shortly be held to devise a means of obtaining the rest. The receipts will consist of, it is hoped, a subscription from the military authorities and the fares paid by passengers, although it is uncertain whether sufficient passengers will come to cover expenses. It is considered adequate for the spring but it is also projected at Friedrichshafen, Munich, Strasbourg, and Lucerne.

A Commission appointed by the War Office is following very closely the whole question of airship construction and employment. Mr. Darobacher, remarked, "I would not have undertaken to do this without the drawings, and I do not think many engineers would have done so either." He further illustrated the carefulness of detail which the Chinese display by remarking that the clerks in the drawing office, in making tracings, copy even the bolts and accidental markings from the originals. The HanYang Iron and Steel works are practically in the hands of German engineers and a naturalized American Mr. Durbacher being the chief engineer. Mr. Ruess is general manager and Mr. F. P. Soisson is managing the steel plant and rolling mills. European foremen are in charge of the operations throughout. H. E. Sheng Kang Poo, president of the council and H. E. V. K. Lee, director general, with F. V. Trang as his sub-director. Mr. Lee gained much experience in America, visiting many steel foundries in that country, before he took over charge of the HanYang Iron and Steel Foundry the premier institution of its class in China—Peking Daily News.

INSPECTION OF PARACEL ISLANDS.

A ROUGH VOYAGE.

Admiral Li Tsun, Taotai Li Chi Chenn, ten deputies and several merchants who have been on a visit of inspection of the Paracel Islands returned to Canton on the 10th inst. by the gunboats *Fook Po* and *King Hong*. The party (our Canton correspondent writes) left Canton for the Paracel Islands on the 21st ultimo by three gunboats. They first called at Hoilow and remained for two days in that port where 50 labourers were engaged for prospecting purposes. After leaving Hoilow they encountered very rough weather and had to take shelter at a place called Yu Lam Kong, where they remained for ten days. As the third gunboat, *Kwong Kung*, is a small vessel, the Admiral considered it unsafe for her to continue the voyage, so she was sent back to Canton, and the *Fook Po* and the *King Hong* proceeded on their way to the Paracel Islands.

While staying in Yu Lam Kong the Admiral received a dispatch from an official at Leung Shin Wan stating that a typhoon had swept past that port; numerous fishing junks had been sunk and about 500 lives lost. They arrived at the Paracel Islands on the 5th instant. The party first landed on a small island called Lo Pat. This island is almost surrounded by reefs excepting on the East where the party were able to land. Before leaving the place the Admiral named the island Fook Po. On the following day the party inspected the Kan Island which was afterwards named Mo Hok. Here the party hoisted the dragon flag, fired 21 guns, and named the territory East Island. After the ceremony they went to the opposite island and named it West Island. On the 7th instant the party inspected the Mok Island, which is the largest island of the group, and named it King Hong. There were several fishing junks anchored in the bay of the island. Several surveys were amongst the party, and during the three days, these men were detailed to the different islands to survey and make plans. The group comprises more than ten islands, all being more or less densely wooded, and the vegetation on them is luxuriant. Coral is found around many of these islands. There are also pearl oysters in several bays and numerous kinds of fish abound in the waters of the Paracel Islands. The soil on them is said to be very rich and suitable for growing vegetables and fruit.

The Chinese Government propose to create commercial centres in several of the larger islands, to push the fishing, coral, pearl, salt and agricultural industries. It is the intention of the Government to send Colonel Ng, Magistrate Lau and other officials as pioneers to the Paracel Islands to promote their development. They will, of course, have to make the necessary funds in Canton first. In the meantime, the surveys are drawing up plans of the islands. Full particulars as to their resources will be given in an official report which will be ready in a month's time.

STEEL MAKING IN CHINA.

One of the advantages which the Chinese Foundry has over its foreign competitors is that of the wages question. The company in Hankow employs some 2500 hands and the monthly wages bill runs approximately as follows per month:

	Mexican
Rollers, on mills	\$ 8.00 to \$16.00
Rollers, on furnaces	12.00
Steel rollers (open heart)	8.00 to 10.00
First Assistants	12.00
Second Assistants	9.00
Blacksmiths	8.00
Boilermakers	15.00 to 10.00
Coal fire labourers	15.00 to 20.00

Coolies labour ranges about 14 cents to 20 cents per day, women being also employed at as low a rate as ten cents per day. The coolies are as a rule paid daily and either the same men or a new gang are taken on the following morning. This is a necessity for people of this class live from hand to mouth and must have the cash in order to procure their daily food. The Chinese foremen and gangers get from \$40 to \$60 Mexican per month and their duties entail the "driving" of the coolies so that the maximum of work is produced for the minimum of wages.

Practically all the coolie labour is in the hands of contractors who undertake the various jobs, appoint their own overseers and hire their own coolies.

There can be no doubt but that the mechanical ability of the Chinese employed in the HanYang Iron and Steel works is of a very high standard. The Chinese seem to have a natural instinct for handling foreign tools and in the production of metals they rarely injure the material placed in their hands. As experts in tempering metals they have but few competitors seemingly to know by intuition the crucial moment when to apply the various processes.

In that most difficult branch, the handling of the electric plant, the Chinese have also proved themselves to be more than competent. A tribute of the highest order is paid to his Chinese staff by the mechanical engineer of the works, Mr. B. Durbacher. He stated to a visitor that he was absolutely astounded on one occasion when all the parts of a locomotive arrived without the working plans. Naturally the assembling of the machine was not to be undertaken until these came to hand but he forgot to inform his Chinese foremen of this. Shortly after he was astonished to see the engine running up and down a siding line on trial runs and had been correctly done.

Mr. Durbacher remarked, "I would not have undertaken to do this without the drawings, and I do not think many engineers would have done so either."

He further illustrated the carefulness of detail which the Chinese display by remarking that the clerks in the drawing office, in making tracings, copy even the bolts and accidental markings from the originals.

The HanYang Iron and Steel works are practically in the hands of German engineers and a naturalized American Mr. Durbacher being the chief engineer. Mr. Ruess is general manager and Mr. F. P. Soisson is managing the steel plant and rolling mills. European foremen are in charge of the operations throughout. H. E. Sheng Kang Poo, president of the council and H. E. V. K. Lee, director general, with F. V. Trang as his sub-director.

Mr. Lee gained much experience in America, visiting many steel foundries in that country, before he took over charge of the HanYang Iron and Steel Foundry the premier institution of its class in China—Peking Daily News.

THERE IS SKILL AND

THOROUGHNESS

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO CO., LTD.

THE BUDGET.

The following is the full text of the letter of protest against the Budget addressed to Mr. Asquith by prominent bankers and business men. To the Right Hon. H. H. Asquith, M.P., First Lord of the Treasury, London, May 14, 1909.

Sir,—We the undersigned, bankers, merchants, and others largely interested in the trade and commerce of London and of the country, desire, irrespective of party, to give expression to our opinion that many of the finance proposals now before Parliament are open to grave objection. And in so doing we confine our comments to those questions upon which we can speak from experience. We do not, therefore, discuss the proposed tax on land, beer, spirits, and tobacco, nor to dwell on the fact that the income-tax is to be raised without any attempt to remedy its present inequalities.

We regard the proposal to alter the law with respect to the old Sinking Fund as a dangerous innovation, and we are convinced that the established principle under which the surplus revenue of each year is automatically applied to the reduction of debt is the only sound one. Any departure from this principle on a direction: "proposed would inevitably tempt a Government to underestimate revenue and to overestimate expenditure, for it would be comparatively easy to obtain the consent of Parliament to the allocation of realised surpluses to purposes for which it would not have been prepared to vote fresh taxation."

We realise that the increased and increasing expenditure of the country necessitates a rationalisation of the tax, and of this we are prepared to bear our full share; but we fear that the increasing disproportion of the burden which is being placed on a numerically small class of the community.

The great increase and graduation of the Death Duties—already materially raised but two years ago—and of the income-tax coupled with the super-tax, will, we are confident, prove seriously injurious to the commerce and industries of the country.

We are aware that Death Duties are said to be a form of deferred income tax, but our experience is that they are really paid out of capital. There is therefore a danger of capital being reduced below the point necessary to the trade in which it is employed.

We feel that the prosperity of all classes has been greatly due to the fact that this country has afforded indisputable safety for capital, and we should deeply regret if this conviction were in any way weakened.

In conclusion we would point out that though the taxes to which we have just alluded will in the first instance fall with excessive severity on capital, they will also, in our opinion, tend to discourage private enterprise and thrift, thus in the long run diminishing employment and reducing wages.

N. M. Rothschild, Felix Schuster, and Sons, L. Currie (for Glyn, Mills, Currie, & Co.) Goschen, J. Spencer Phillips, Edward B. Merriman, J. S. Mackay, J. S. Farnol, Arthur J. Fraser, O. A. Bonocke, Arthur Hill, Vincent W. York, Cecil F. Parr, F. A. Hovart, W. T. Brand, Richard J. Martin, J. Fortescue Flannery, Thomas Stokland, C. V. E. Laurie, T. G. Robinson, B. Martin Holland, Stanley Baldwin.

FLAX GROWING IN INDIA.

The cultivation of flax in India is still in its infancy, but experiments made have so far been very promising. In Behar Mr. Vanderkhorst, the Belgian expert engaged by Government, has supervised the growth of the fibre on a selected plot of ground and has also given advice on experimental cultivation at Pusa. The results obtained last year were much in advance of those of 1907. The flax straw produced being better both in quantity and quality. According to a statement in the "Agricultural Journal," a statement in the "Agricultural Journal," Bengal and Assam also sufficiently good results were obtained in 1907 at Dacca and in Cachar to justify further extended trials this year in Assam. It is said that other conditions being equal, the absence of lime in the retting water would probably enable Assam to produce a higher grade of fibre than Behar. Arrangements have been made for experiments with flax in Bombay and Kashmir, and it is possible that a new agricultural industry may spring up in various parts of India. As the services of Mr. Vanderkhorst have been retained for a further term of five years, there is every chance of practical progress being made.

FOR SALE

FOR SALE.

ELECTRIC PLANT

Consisting of:—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS: Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolutions
per minute, by Messrs. ROBEY & CO.
direct coupled to Alternators by Messrs.
JOHNSON and PHILLIPS, complete with
Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWN and LINDLEY.
For further particulars apply
HONGKONG ELECTRIC CO., Ltd.,
St. George's Buildings,
Hongkong, 23rd April, 1909. [649]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK OF
Latest FASHIONABLE GOODS
Comprising:
Latest Style VEILING, My Yard and Piece.
Assorted Colours Plain, Dotted and Clifton.
NECK FRILLINGS.
LADIES' FINEST PURE LINEN AND
COTTON.
Latest Design PRESENTATION HAND-
KERCHIEFS, PLAIN, OPENWORK and
EMBROIDERED.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central.
Hongkong, 7th June, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Furniture. Also Importers of General Store
keepers and Shipchangers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [583]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE,
26, DES VEXES ROAD, CENTRAL.
DEALERS IN
LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c., &c.
Cameras fitted with
"Zeiss," "Goetz," "Ross" & "Albis"
Lenses.
DEVELOPING and PRINTING
A SPECIALITY.
Hongkong, 24th April, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE and PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Macedonia."
From Australia ex s.s. "India."
From Calcutta, ex s.s. "Nila."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 15th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour. All Claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

B. A. HEWITT,
Superintendent.
Hongkong, 9th June, 1909. [1]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.
NOTICE TO CONSIGNEES.

THE Steamship

"SIAM"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the haz-
ardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West Point
Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst., will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on 18th inst., at 9.30 A.M.
All claims must reach us before the 22nd inst.,
or they will not be recognised.
No Fire Insurance can be effected.
Bills of Lading will be countersigned by the
undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 11th June, 1909. [6]

NOTICES TO CONSIGNEES

S.S. "TOURANE,"
COMPAGNIE DES MESSEAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Matapan" from Havre ex s.s. "Frédéric
Morel" and "Ville de Cotte" in con-
nection with above Steamer are hereby in-
formed that their goods with the exception of
Treasure are being landed and stored at
their risks into the hazardous and/or extra
hazardous Godowns of the Hongkong-Kowloon
Wharf and Godown Co., Ltd., at Kowloon
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
MONDAY, the 14th June, at NOON, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 14th June, or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 14th June, at 5 P.M.

No Fire Insurance has been effected.

P. DE CHAMPAGNE,
Agent.

Hongkong, 7th June, 1909. [2]

"BEN" LINE OF STEAMERS.

FROM LEITH, ANTWERP, MIDDLES-
BRO' AND LONDON.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th June, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
22nd June, or they will be recognised.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th June, 1909. [828]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENESK"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed and placed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out Mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 16th inst., will be
subject to rent.
No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, where they will be examined on the
16th inst., at 11 A.M.

No claims will be recognized if not presented
within 14 days of the ship's arrival.
McGREGOR BROS. & GOW,
Agents.

Hongkong, 9th June, 1909. [830]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"SANUKI MARU"
having arrived from the above Ports, Consignees
of cargo are hereby informed that their
Goods are being landed and placed at their risk
into the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out Mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
NOON, TO-DAY.

Goods not cleared by the 16th June, will be
subject to rent.
No Fire Insurance has been effected.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour. All Claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 10th June, 1909. [841]

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA"

Captain Jäger, having arrived Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery of
their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co., Ltd.,
and stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th June, 1909. [840]

SCIENTIFIC MISCELLANY.

A NEW IDEA IN PLANT FEEDING—WASTE OF
HEAT—STRENGTH OF ROPES—A TRAVEL-
LING "CANAL" LOCK—A "TORPEDO" ALWAYS
UNDER CONTROL—A LONG-LIVED ENGINE—
AIR ARMOR FOR AIRPLANES—FISHES AS
CARRIERS OF TYPHOID FEVER—TIN FROM
WASTE.

Magnesia proves to have a hitherto unrealized
importance as a fertilizer. M. Rigaux, experi-
menting in Belgium, found that surface soil
contains less magnesia than is usually supposed,
and as a considerable quantity occurs in plants
—as much as 13 per cent. in the ash of wheat
and 8 per cent. in the ash of oats—he concluded
that this material should be supplied in fertiliz-
ers for cereals, potatoes, beets and leguminous
crops. For trial he selected kainit, or Stassfurt
potash salt, containing 14 per cent of magne-
sium sulphate. The result confirmed his theory,
and the yield of sugar beets was increased
4,500 pounds per acre, that of grains from one
seventeenth to one-fifth of the total crop, that
of potatoes was raised from 21,000 to 27,000 per
acre, and that of hay from natural meadow land
was increased from 3,000 to 4,150 pounds per
acre. The potatoes were rendered immune to
attacks of the mildew fungus, which infested the
part of the field receiving no kainit.

The efficiency of furnaces of various kinds
has been investigated by J. W. Hall, a British
metallurgist. The greatest efficiency in an
ordinary work was found in the use of an
English blastfurnace making pig-iron, not less
than 81.7 per cent of the heat given by the fuel
being utilized, but 65.3 per cent escaped from
the furnace and was recovered outside. A
padding furnace not fitted to a boiler wasted
91 per cent of the heat. The most wasteful
furnace of all, however, was proved to be the
common coke crucible furnace employed in
making steel, as this uses only 1.43 per cent of
the heat, 98.57 per cent being lost.

Tests of Manila ropes supplied the United
States by the American Manufacturing Co.,
have shown a strength of 1,510 pounds for the
1 inch; 4,150 pounds for the 1 1/2 inch; 6,750
for the 2 inch; and 10,400 for the 3 inch. The
specifications had called for strengths of 1,200
2,500, 5,000 and 7,800 pounds respectively.

The movable canal lock of Giuseppe Barto-
lomei, an Italian engineer, solves the old
problem of climbing grades by boat in a novel
and apparently improved way. It is adapted
for inclined canals having ample water supply,
and consists essentially of a paddle wheel placed
across and filling the section of the canal, with
its axis resting on rails extending along the
canal walls. The wheel is raised so that a
slightly less quantity of water escapes under it
than enters the canal. This causes a backing
up and raising of the water, and as a suitable
head is reached the wheel is unlocked, and is
turned by the water behind it, thus travelling
up stream along the rails and holding back
water enough to float the boats being pushed
through the canal. For making the descent a
separate canal is desirable. A truck is so ar-
ranged that the axle of the water wheel may be
slightly raised and rested on two of the four
wheels of the truck, thus reversing the
direction of travel, although the paddles rotate
in the same way as in making the ascent. On
an experimental canal 80 feet long and 14
inches wide this form of lock worked satis-
factorily on inclines of 3, 4 and 5 per cent.

The "radio-automatic torpedo" of Gustave
Gabet, lately tried at Chalons-sur-Saone, weighs
not less than four tons, with motor and fuel
charge, and can be kept moving for hours, by
wireless control, over a wide range. The steer-
ing gear can be set for any direction by the
electric waves sent over a long distance from
the station. In the trials made the torpedo was
sent forward, backward, and in a circle, and even
the difficulty of seeing precisely where it is
going is said to have been overcome.

Probably the oldest steam engine in service
has been lately examined by G. Bennie & Co.
of Greenwich, England. This firm built the
engine in 1808, and after working more than a
century it failed through the breaking of the
crankshaft. Other parts proved to be in ex-
cellent condition. The inspection was so satis-
factory, in fact, that arrangements were made to
replace the shaft, and the machine is expected
to do duty for another long period before being
condemned as worn out.

The discovery that air may be made as im-
penetrable to shots as a plate of armor would
seem to suggest interesting possibilities. In his
curious experiment at Buc, near Versailles,
Robert Esnault-Pelterie stood at a considerable
distance behind his aeroplane, the propeller of
which was going at full speed, and fired a
number of shots at the centre. The whirling
column of air successfully warded off every
bullet when the propeller was stopped, it was
found that not only had the centre escaped, but
even the blades had not been touched. Though
spectators suggested that the bullets had been
flattened against the spiral air projectile, and
shot backward, being thus stopped short, it was
concluded that they had been simply turned out
of their course.

That fishes may carry the germs of typhoid
fever and cholera in their internal organs—
particularly the alimentary tract—has been
proved by Remlinger and Norris in the in-
vestigation reported to the French Biological
Society. This causes no risk in food, for in
cooking a fish, even without opening it, the
temperature of every part is high enough to kill
all microbes. A real danger appears, however,
in the possibility that fishes may spread disease
by carrying germs from a contaminated stream
into unpolluted tributaries, and known cases of
epidemics that have followed streams upward
may be explained in this way.

The waste in making tin cans is so large that
the saving of the metals contained is a matter
of importance, the iron separated from the scrap
being now in great demand as well as the more
valuable tin. In the process of K. Goldschmidt,
the scrap is packed tightly into baskets, and
these are placed mechanically in closed vessels,
into which, after cooling, chlorine is pumped at
a pressure of four atmospheres. Chlorine and
stannic chloride are afterward drawn off by
suction. Used cans are now cleaned and treated
with ordinary scrap, and in all 75,000 tons of the
tin plate waste are now destined yearly in Ger-
many, 25,000 in the rest of Europe, and 60,000
in the United States—a total of 3,500 tons of
tin being separated from the iron.

SHARE REPORT.

Messrs. Erich Georg & Co., in their weekly
share list, dated 12th June, state:—Our market
has ruled very strong, and a steady business has
been going on during the week under review,
and as rates, which in several cases show some
little improvement. The sterling demand rate
of exchange on London closes at 1s. 9 1/2 d., while
the rates on Shanghai are 1s. 7 1/2 d. for a Bank
T/T, and 1s. 7 1/4 d. for 75 for a three days
sight Private Draft. Barsilver in London is
quoted 24 1/2 d., and Consols 84 1/2 d. The Bank
of England's rate of discount remains 2 1/2 per
cent, while the private market rate of discount
has advanced to 2 per cent.

BANK SHARES—Hongkong and Shanghai
Bank shares sold at 98 1/2 to 99 1/2, closing with
further sellers at latter rate; the London rate
has gone up to 292. Nationals are unchanged.

MARINE INSURANCE SHARES.—There have
been no sales reported and rates are unchanged,
except North China, which are wanted at 1s. 10s.

FIRE INSURANCE SHARES.—Hongkong sold
at 84 1/2, closing firm. Chinese are in demand at
111 1/2, but there are shares to be had at the
moment.

SHIPPING SHARES.—In Hongkong, Canton
and Macao Steamship Company's shares a fairly
large business has been done at 83 1/2 and 83 1/2,
and there further buyers at that higher rate.
Indo-China have ruled quiet at 87 1/2, London
reporting a drop of 10s. (24 for preference and
22 10s. for deferred shares), while in Shanghai
Tis. 55 has been accepted, China and Manila,
Compagnie, and Star Ferries are unchanged.

Shanghai Transports can be placed at 62a. 6d. for
Beasat scrip, London quotes sellers at 63a. 6d.
for Name shares. Union Waterboats sold at
81 1/2.

REFINERIES.—China Sugars have receded to
sales and sellers at 140. Luzons are un-
changed.

MINING SHARES.—Charbonnages are un-
changed. Haubs sold at rates ruling between
89 1/2 and 93 1/2, and have sellers at 89 1/2. Chinese
Engineering and Mining Company's shares
changed hands at 1s. 18 1/2.

DOCKS, WHARVES, GODOWNS, &c.—Hong-
kong and Whampoa Docks have been done at
86 1/2 and 86 1/2, closing with sellers at the higher,
and buyers at the lower rate. Geo. Forewicks
and New Amoy Docks, are unchanged. Shau-
hai Docks have weakened, and are for sale at 1s. 84.
Hongkong and Kowloon Wharves have
again been done at 85 1/2, closing steady. Shanghai
and Hongkong Wharves have buyers at 1s. 160.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Lands have found buyers at 110, but
more shares are on offer. New Hongkong
Hotels sold at 84 1/2 and 83 1/2, and are wanted at
latter rate, while the old shares have sellers at
87 1/2. Hampshire Estates have sales and buyers
at 89 1/2. Shanghai Lands are quoted 1s. 119.
Other stocks under this heading are unchanged.

COTTON MILLS.—Shanghai quotes: Euros
1s. 122, Internationals 1s. 87, Leon Kung
Mills 1s. 108 and Sooyehoes 1s. 375, all
sellers. Hongkong Cottons are offering at 82 1/2.

SUNDRY MANUFACTURING COMPANIES.—
China Light and Powers sold at rates ranging
between 73 1/2 and 76 1/2, closing with sellers at
87. Hongkong Electric fetched 81 1/2, and have
buyers at 81 1/2. Dairy Farms sold and are in
request at 81 1/2. Green Concrete rose to 89 1/2, and
at time of writing further buyers can be found.
Ropes have been done at 82 1/2. United Asbestos,
ordinary shares, sold at 113, and Founders at
8300. In other stocks under this heading no
sales have been reported, and quotations are the
same as those given last.

MISCELLANEOUS.—China-Borneo have been
done at 113 1/2 and 113 1/2, and continue in demand
at latter rate. China Providents sold at 89 1/2 and
are wanted. Old Peak Tramways have buyers at
113 1/2. Langkats have buyers at 1s. 110; a
few Watkins may be had at 83 1/2. A. S. Watson
have been done at 83 1/2, but more are on offer.
Other stocks under this heading are unchanged,
and without any reported transactions.

WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

63—General Illustrated Catalogue (250 pages), or
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applicants.

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NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the
Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE:—A Wineglassful in the morning
before Breakfast.

[607-1]

AS SUPPLIED TO THE HOUSE OF

LOARDS, AND HOUSE OF COMMONS.

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OLD VAT

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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GLEBECH AND HAS BEEN SOLD BY J. WATSON & CO. LTD.

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STREAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	POONA ... Noon, 16th June	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	MALTA ... About 16th June	Freight and Passage.
SHANGHAI.	ASSAYE ... About 24th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	DEVANHA ... Noon, 26th June	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BOHOW and HAIPHONG	"SINGAN"	On 15th June, 9 A.M.
WEIHAWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
MANILA, TIENTSIN, CHEFOO and NEWCHOW	"TAMING"	On 16th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 16th June, 4 P.M.
SHANGHAI	"LINAN"	On 17th June, 4 P.M.
MANILA	"TEAN"	On 22nd June, 3 P.M.
SHANGHAI	"CHENAN"	On 24th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconveniences of transshipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

Hongkong, 14th June, 1909.

BUTTERFIELD & SWIRE, AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI ... "WINGSANG" ... Tuesday, 15th June, Noon

SANDAKAN ... "MAUSANG" ... Wednesday, 16th June, Noon

SINGAPORE, PENANG & CALCUTTA ... "KUTSANG" ... Wednesday, 16th June, 3 P.M.

SAMARANG & SOERABAYA ... "AMARA" ... Wednesday, 16th June, 4 P.M.

SHANGHAI ... "WAISHING" ... Friday, 18th June, Noon

MANILA ... "YUENANG" ... Friday, 18th June, 4 P.M.

SINGAPORE, PENANG & CALCUTTA ... "KUMSANG" ... Saturday, 19th June, Noon

SHANGHAI ... "TUNGSHING" ... Sunday, 20th June, 11 P.M.

MANILA ... "LOONGSANG" ... Friday, 25th June, 4 P.M.

SHANGHAI, YOKOHAMA, KOBE & MOI ... "NAMSANG" ... Saturday, 3rd July, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 25 day tour in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang

Telephone No. 61.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 14th June, 1909.

16

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMUI via SWATOW, "DAIJIN MARU" ... THURSDAY, 17th June, at 10 A.M.

SHANGHAI via SWATOW, "CHOSHUN MARU" ... TUESDAY, 22nd June, at 10 A.M.

AMOY & FOOCHOW, "SOSHU MARU" ... WEDNESDAY, 23rd June, at 10 A.M.

ANPING via SWATOW, "SOSHU MARU" ... WEDNESDAY, 23rd June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 14th June, 1909.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS

"HAITAN," Capt. J. S. Roach ... SWATOW, AMOY & FOOCHOW ... TUESDAY, 15th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 12th June, 1909.

10

HONGKONG-MANILA.



Highest-Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Eodger	Manila	On 19th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SEGOWIA	22nd June
S.S. SLAVONIA	2nd July
S.S. C. FELD LAEISZ	10th July
S.S. ANDALUSIA	18th July
S.S. SAXONIA	26th July
S.S. DORTMUND	10th Aug.
S.S. SPEZIA	18th Aug.
S.S. JELLY	26th Aug.
S.S. AMBRIA	31st Aug.

FOR HAVRE & HAMBURG:	
S.S. SENEGAMBIA	21st June
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILVIA	28th June
FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA	1st July
FOR HAVRE & HAMBURG:	
S.S. ISTRIA	9th July
FOR MARSEILLES, BREMEN & HAMBURG:	
S.S. SCANDIA	12th July
FOR HAVRE & HAMBURG:	
S.S. BRASILIA	22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th June, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"NIPPON"	23rd June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 11th June, 1909.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SADO MARU Capt. Geo. Anderson.	6500	WEDNESDAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, and YOKOHAMA.	BINGO MARU Capt. A. Christensen.	6500	WEDNESDAY, 7th July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE, and HESBANE.	SHINANO MARU Capt. K. Kawara.	6500	TUESDAY, 22nd June, at 4 P.M.
BOMBAY, via SINGAPORE, NAGAGAKI, MOJI, KOBE and YOKOHAMA.	TANGO MARU Capt. S. Ishikawa.	8000	TUESDAY, 6th July, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA.	KUMANO MARU Capt. N. Matsumoto.	6000	FRIDAY, 9th July, at Noon
KOBE and YOKOHAMA.	YAWATA MARU Capt. T. Sekine.	5000	FRIDAY, 6th Aug., at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA.	YEBOSHI MARU Capt. B. Kori.	4500	THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	MISHIMA MARU Capt. A. E. Moses.	9000	THURSDAY, 17th June, at 5 P.M.
KOBE and YOKOHAMA.	YETOROFU MARU Capt. K. Soyeda.	4800	THURSDAY, 17th June, at 5 P.M.
NAGAGAKI, MOJI, KOBE and YOKOHAMA.	AWA MARU Capt. A. Keith.	6500	FRIDAY, 25th June, at 5 P.M.
YOKOHAMA.	YAWATA MARU Capt. T. Sekine.	5000	WEDNESDAY, 7th July, at Noon.

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 23rd July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJILATJAP	JAPAN	Second half of June	JAVA	Second half of June
TJIMAHI	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th June, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5000 tons gross ... Sail July 1st, at Noon.

S.S. AMERICA MARU ... 6000 " ... Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6000 " ... Oct. 26th, at Noon.

S.S. MANSHU MARU ... 5000 " ... Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers

"TACOMA MARU" ... 6178 tons (gross reg.) ... Captain ... Sailing Date.

"SEATTLE MARU" ... (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates.

Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TOURISTS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

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